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PATENT SPECIFICATION

802,178

Inventor:—ALBERT ALEXANDER HOBART KENLOCK.



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Complete Specification Published : Oct. 1, 1958.

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International Classification :—B62d.

COMPLETE SPECIFICATION.

Improvements relating to Truck Cabs.

We, VAUXHALL MOTORS LIMITED, a British Company, of Luton, Bedfordshire, do hereby declare the invention, for which we pray that a patent may be granted to us, and the method by which it is to be performed, to be particularly described in and by the following statement:—

This invention relates to truck cabs.

The word "truck" is herein used in the sense of a commercial motor vehicle designed to carry goods or material in a load compartment behind a driver's cab.

The invention has for its object to render the engine more accessible in a truck having a "forward control" cab, by which is meant a truck in which at least the front of the cab is situated forward of the front axle.

The scope of the invention is defined by the appended claims; how the invention may be carried out is particularly described below with reference to the accompanying drawings, in which:—

Figure 1 is a perspective view of the front end of a truck, taken from one side, with the door on that side removed; and

Figure 2 is a perspective view of the same front end, seen from the other side and omitting the load compartment.

The vehicle shown in the drawings, has a forward-control cab, of which the front panel 1 is forward of the front axle, chassis members 2, and a load compartment 3. The engine 4 is centrally-located in relation to the vehicle track and has its front end in a casing having a vertical wall 5, sides 6, and a top 7 which forms the seat bottom. A bulkhead 8 forms the basis of the seat back.

The portions of the cab behind the door openings and below the waistline (i.e. the level of the bottom of the windscreen and the back window), may be considered as consisting of two similar sides which are

connected by a transverse panel 9 forming the rear of the cab, the two sides being approximately at right angles to the rear panel. Each of the two sides includes a panel 10 which is hinged at 11, 11, about a vertical axis so that it is openable as a door, and when opened allows access to the engine from the side. Each of these hinged panels 10 lies partly over the adjacent front wheel: and the forward lower corner of each panel has its edge arcuately shaped at 12 to clear the wing 13 of the adjacent front wheel.

The rear end of the engine lies within a compartment constituting the rear lower part of the cab and formed by the cab sides containing the hinged panels 10, by the rear panel 9, and completed on the fourth side by the seat bulkhead 8. The top is formed by the part 14 which continues within the back window 16 and joins up with the top edges of the bulkhead 8.

Above the waistline the rear part of the cab comprises a rear wall 15, almost entirely composed of a "panoramic" window, 16, which, in horizontal section, is smoothly and symmetrically curved from one side of the cab to the other. Below the waistline the horizontal cross-section, as taken approximately on line A—A in Figure 2, through the engine compartment, is approximately rectangular. With such a construction, the horizontal cross-section of the cab changes, at the waistline itself, from "rectangular" to arcuate.

The wall 7 forming the seat bottom has three rectangular openings such as 17, each normally closed by a removable panel such as 18, which may carry seat cushions such as 19.

The panels 18, with cushions attached are held down by quick-release fasteners (not shown) against rubber seals 20, and thus fumes and dust are excluded. The panels

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18 can be removed easily by releasing the fasteners.

The back portion of the seat frame is formed by the bulkhead 8, which has three rectangular openings 21 of approximately the same size as the three openings 20. The openings 21 are closable by removable panels 22 (two completely removed in Figure 1) which may carry the squab cushions 23 of the seat back. Each of the panels 22, when mounted, is hinged along its top edge at 23A; thus to open the panels 22 they may each be swung up towards the roof of the cab and held in that position by a catch inside the roof one catch being diagrammatically indicated at 24. Each of the panels 22, when in the down position, is held down by quick-release fasteners (not shown) against rubber seals 25.

20 WHAT WE CLAIM IS:—

1. A forward-control truck cab of which at least one side has, below the cab waistline and behind the door opening, a panel which is openable to give access to the engine.

2. A cab according to Claim 1, wherein the or each panel has its forward lower corner arcuately shaped to clear the adjacent front wheel wing.

3. A forward-control truck cab each side of which has, below the cab waistline and behind the door opening, a panel hinged about a vertical axis, which panel is arcuately shaped to clear the adjacent wheel wing and is openable to give access to the engine.

4. A cab according to Claim 3, of which the rear part, below the waistline, which forms an engine compartment and is fitted with the hinged panels, is of approximately rectangular shape in horizontal cross-section, and is comprised at the two sides by the hinged panels, at the rear by a rear panel, and at the front by a bulkhead forming the back of the driver's seat.

5. A cab according to Claim 4, wherein above the waistline the rear wall of the cab

incorporates a window, and is, in horizontal cross-section, smoothly and symmetrically curved from one side of the cab to the other.

6. A cab according to Claim 4, wherein the bulkhead forming the seat back has in it rectangular openings closed by panels which may carry seat squabs and are openable to give additional access to the engine.

7. A cab according to Claim 6, wherein the openable panels of the seat back bulkhead are hinged along their top edges.

8. A cab according to Claim 6 or 7, wherein the seat bottom is formed by a casing housing the forward part of the engine and forming an extension of the said engine compartment, and the said casing-top has in it rectangular openings closed by panels which may carry seat cushions and are removable to give additional access to the engine.

9. A cab according to Claim 6, 7 or 8, wherein there are three rectangular openings in the seat back bulkhead and three in the seat bottom.

10. A cab according to Claim 7, of which the roof is fitted with catches to retain the seat back panels in their open, upwardly-hinged, position.

11. A forward-control truck cab, wherein the engine, which is centrally-located has its front end beneath the driver's seat and its rear end in a compartment constituting the rear lower part of the cab and having on each side below the cab waistline and behind the door opening, a panel hinged about a vertical axis, which panel is arcuately recessed to clear the adjacent wheel wing and is openable to give access to the engine; the seat bottom and the seat back bulkhead having in them rectangular openings closed by panels which are openable to give additional access to the engine.

12. A forward-control truck cab substantially as hereinbefore particularly described with reference to the accompanying drawings.

E. WILLIAMSON,
Chartered Patent Agent.

PROVISIONAL SPECIFICATION.

Improvements relating to Truck Cabs.

We, VAUXHALL MOTORS LIMITED, a British Company, of Luton, Bedfordshire, do hereby declare this invention to be described in the following statement:—

This invention relates to truck cabs.

The word "truck" is herein used in the sense of a commercial motor vehicle designed to carry goods or material in a load compartment behind a driver's cab.

The invention has for its object to render

the engine more accessible in a truck having a "forward control" cab, by which is meant a truck in which the driver's seat in the cab is beside the engine and at least the front of the cab is situated forward of the front wheels.

According to the present invention, at least one side of the cab has, below the cab waistline and behind the door opening, a panel which is openable or removable to

give access to the engine. Preferably there are two such panels, one on each side of the vehicle.

Such panel or panels may be approximately rectangular in shape, with possibly certain corners rounded.

The forward lower corner of each panel may be arcuately cut away to clear the wing of the adjacent front wheel.

The cab may be so shaped that at least below the waistline it comprises behind the door two sides which are at right angles to a rear plate: in such a case the two sides may each comprise a hinged panel forming a door giving access to the engine. Above the waistline the cab may have a back which in horizontal cross-section is curved: this back may contain a rear window.

One example of a "forward control" truck cab in accordance with the invention will now be described in greater detail by way of example.

In a vehicle comprising this cab, the front of the cab lies forward of the front wheels and the engine is positioned approximately centrally of the cab so that it lies beneath the driver's seat and to one side of his seating position. The centres of the front wheels are somewhat to the rear of the front doors, which latter are arcuately cut away at their bottom rear corners in order to clear the wings covering the front wheels.

The portions of the cab behind the door openings and below the waistline may be considered as consisting of two similar sides which are connected by a transverse panel forming the back of the cab, the two sides being approximately at right angles to the back panel. Each of the two sides includes a panel which is hinged about a vertical axis so that it is openable as a door, and when opened allows access to the engine from the side. Each of these hinged panels lies partly over the wheel: and the forward lower corner of each panel is arcuately cut away to clear the wing of the adjacent front wheel.

At least the rear end of the engine lies within a compartment formed by the cab sides containing the hinged panels mentioned above, and by the back of the cab which interconnects them, and completed on the fourth side by the metal structure of a seat frame which interconnects the sides of the

cab and comprises a seat portion which is horizontal and a back portion which is substantially vertical.

Access may also be had to the engine through an opening or openings in the seat and back portions which may be closed by removable covers on which the seat cushions and back squabs of the seat are placed or to which they are fixed.

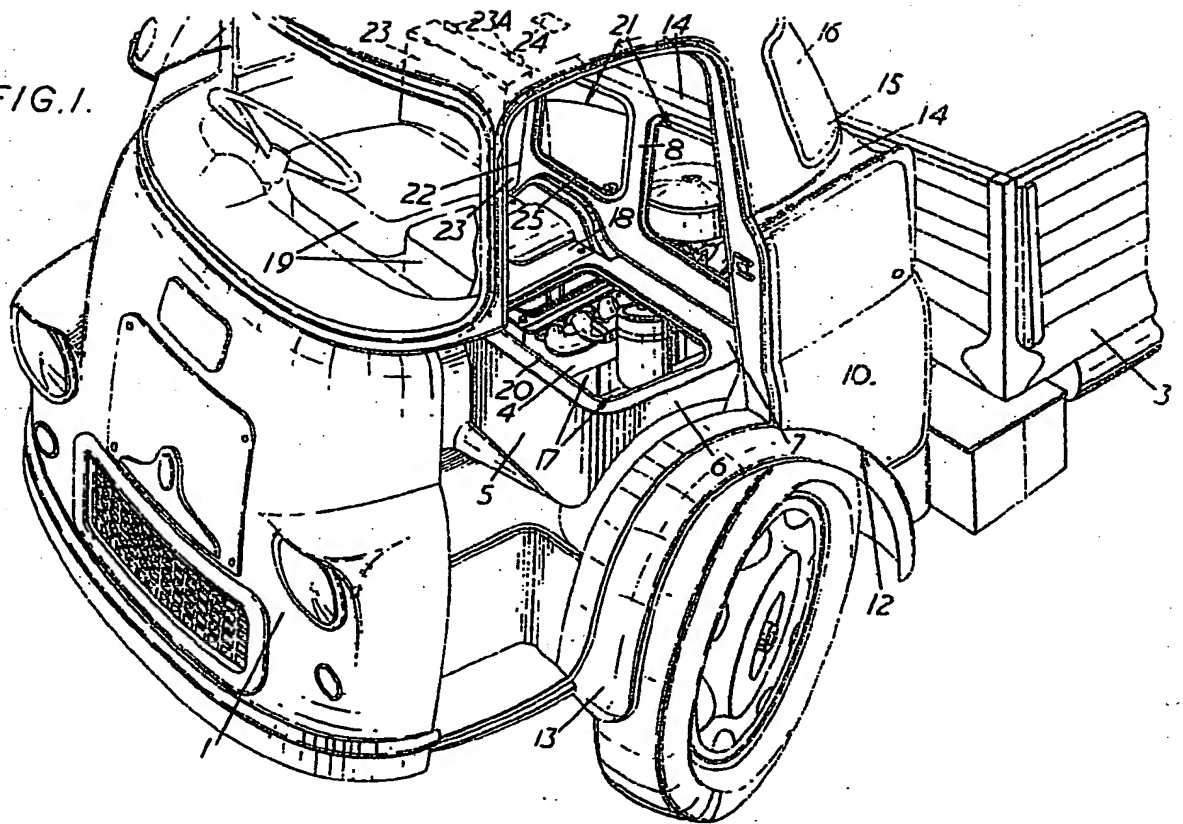
In the particular construction being described the horizontal seat portion has three rectangular openings: a central one, normally closed by a removable panel; and two side openings closable in similar fashion and on which seat cushions are placed or fixed. The back portion of the seat frame is a substantially vertical bulkhead having three rectangular openings of approximately the same size as the three openings in the seat portion, and these back openings also are closable by removable panels which may carry the squab cushions of the seat back. The covers for any or all of these openings may be hingeable and may be securable in one or more positions by catches. If the covers for the openings in the rear bulkhead are hingeable, then each one may be hinged at the top; thus to open the covers they may be swung up towards the roof of the cab and possibly held in this position by a catch. Each of the engine access openings just described may be sealed, when its cover is closed, by a rubber lip seal around the edge which is compressed when the cover is secured in closed position.

The structure of the rest of the cab is immaterial to the present invention. As regards the rear part of the cab, however, it may be mentioned that above the waistline it may comprise a back wall which, in horizontal section, is smoothly curved from one side of the vehicle to the other, instead of having the sides at an angle to the back as is the case below the waistline. With such a construction, the horizontal cross-section of the cab changes, at the waistline itself, from "rectangular" to arcuate. The arcuate rear wall may be almost entirely composed of a rear window of curved "panoramic" type.

E. WILLIAMSON.

Chartered Patent Agent.

FIG. 1.

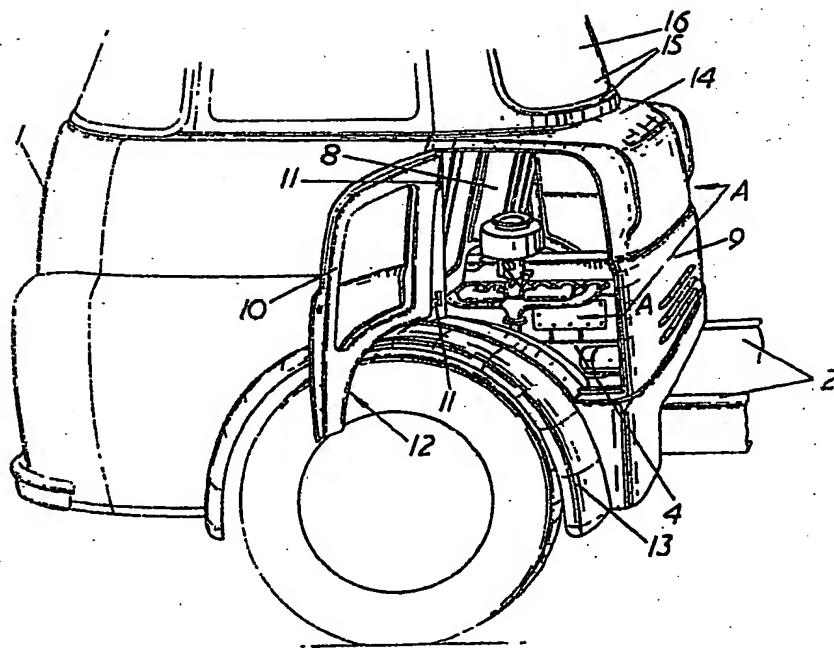
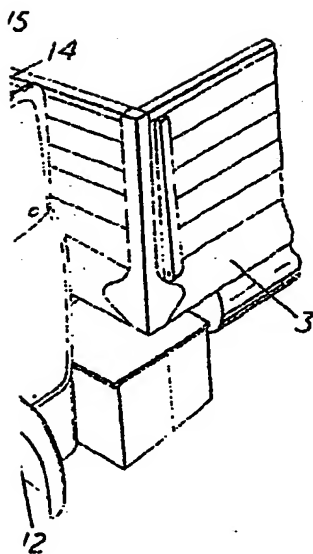


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1 SHEET

COMPLETE SPECIFICATION

*This drawing is a reproduction of
the Original on a reduced scale.*

FIG. 2.



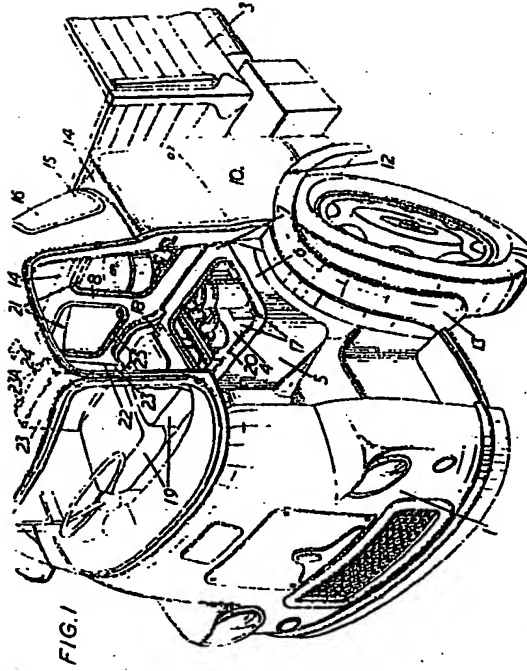


FIG. 1

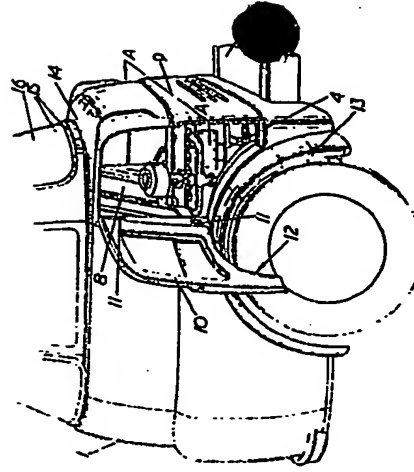


FIG. 2